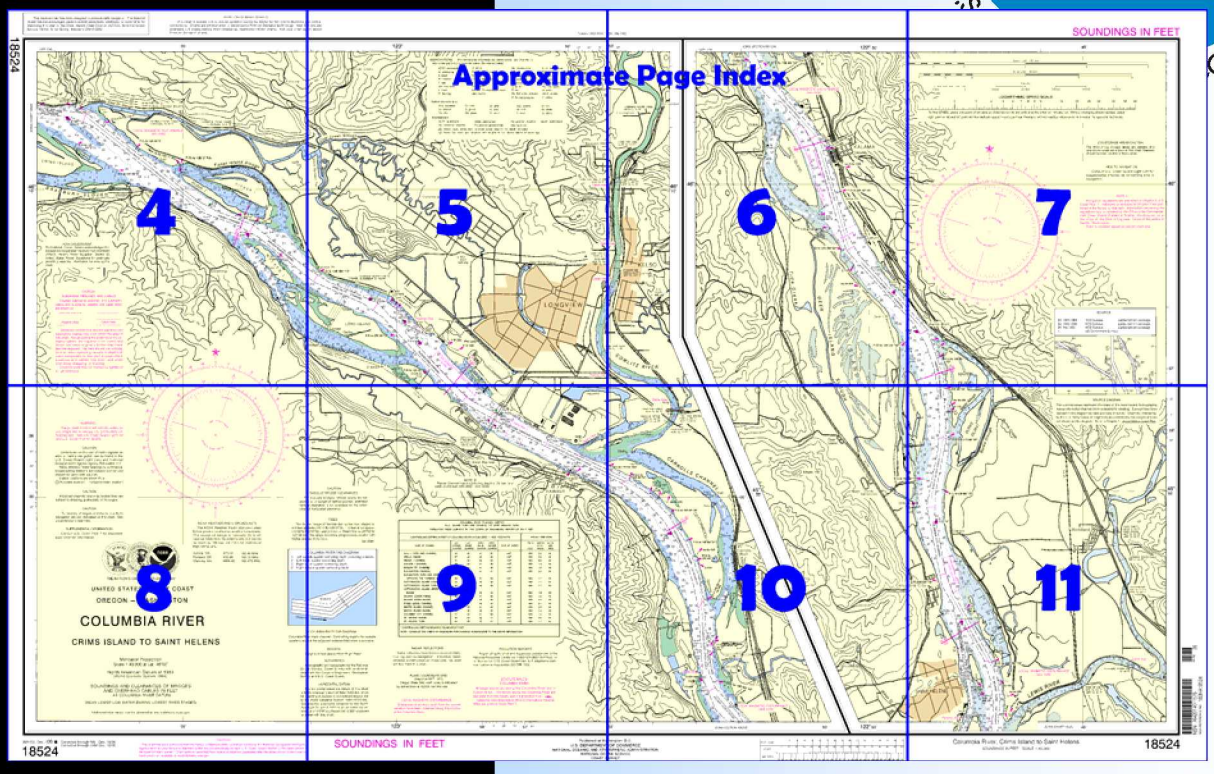
BookletChart™

Columbia River – Crims Island to Saint Helens

(NOAA Chart 18524)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

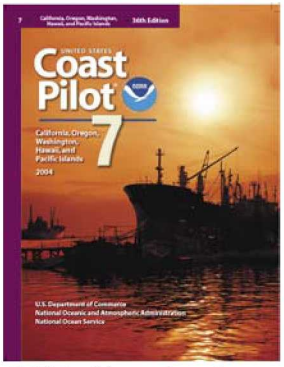
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 10 excerpts]

(164) Between Crims Island and Saint Helens, Mile 75 (86), the main channel starts its SE swing, passing S of **Fisher Island** and **Hump Island,** and N of **Walker Island** and **Lord Island;** thence, under the Longview fixed bridge, thence W of **Cottonwood Island,** E of **Sandy Island,** and W of **Martin Island** and **Burke Island.** Numerous jetties along this stretch are usually marked by lights or daybeacons.

Currents

(165) In this section, the average velocity on the ebb is 2.0 knots. Flood currents can be experienced at low river levels after spring freshet and until the fall rainy season.

(167) **Coal Creek Slough,** at Mile 48.9 (56.3) on the Washington side, empties into the river at **Stella.** The slough is used for moorage of small craft. It was also used for log storage, and piling and related structures present hazards close to shore. A partially submerged landing craft is reported upstream of the entrance. Depths over the bar are 3 to 4 feet, but deeper water extends nearly 3 miles above the entrance. Power cables over the deeper part of the slough have a least clearance of 65 feet.

(168) **Fisher Island Slough,** N of Fisher Island, is used as the Longview Yacht Basin, by small fishing vessels, and as log-storage grounds. A depth of 7 feet may be carried through the channel. Remnants of log storage grounds may still be found throughout the transit.

(169) Power cables over the main channel at Mile 54.2 (62.4), at Lord Island, have a least clearance of 216 feet.

(170) The channel between Walker Island and the Oregon shore is used for log-raft storage. The shoal area, N of **Dibblee Point,** limits the maximum depth which may be carried through the entire channel to about 7 feet. The power cables S of Lord Island have a least clearance of 115 feet.

(171) The **Lewis and Clark Bridge,** at Mile 57.3 (66.0) between Longview and Rainier, has a fixed span with a clearance of 187 feet. The bridge piers are marked by buoys and fog signals.

(172) **Longview,** at Mile 57.3 (66) on the Washington side is a major river port. Papermills, lumbermills, and an aluminum plant are in the city. The lumbermills here are said to be the world's largest. Waterborne commerce includes lumber and wood products, flour, alumina and aluminum ingots, and general cargo.

(195) **Cowlitz River** flows into Columbia River at Mile 59 (68), just E of Longview. The mouth of the river is heavily silted as a result of the volcanic eruptions of Mount Saint Helens in mid 1980. Large amounts of mud, logs, and other debris entered Columbia River from Cowlitz River. In late 1980, dredging was done in the area but the federal project is no longer maintained by the Army Corp of Engineers. Mariners are advised to use extreme caution and seek local knowledge prior to entering Cowlitz River. The tide varies from 4 feet at the mouth to zero at **Ostrander,** 7.8 miles above the mouth. At Kelso a stage of 20 feet is reached during ordinary freshets and a stage of 25 feet at extreme floods.

(196) Minimum clearance of the drawbridges across Cowlitz River between the mouth and Ostrander is 25 feet; minimum clearance for fixed bridges is 63 feet. Several overhead power and television cables cross the river between the entrance and Ostrander; least clearance is 67 feet. In May 2000, a fixed highway bridge with a design clearance of 10 feet was under construction at mile 5.5 at Kelso; upon completion, it will replace the existing vertical lift bridge.

(197) At **Kelso** there are several private wharves including a sand and gravel wharf, a public landing, and several small craft floats, at one of which gasoline is available.

(198) **Rainier** is on the Oregon side opposite Longview. The town of Rainier operates a small-craft basin; berths, gasoline, water, ice, a launching ramp, a pumpout station, wet winter boat storage, and marine supplies are available. Diesel fuel may be obtained at the tugboat moorage just E of the city basin. In November 1998, a side channel leading to the waterfront facilities had a controlling depth of 24 feet.

(199) **Carrolls Channel,** between Cottonwood Island and the Washington shore of Columbia River, is used for log storage and fishing boats. About 13 feet can be carried through the channel.

(200) Two State fish hatcheries are on **Kalama River** at Mile 63.5 (73.1). **Kalama,** on the E bank about 3 (3.5) miles above Cottonwood Island, is the site of two lumber mills.

(202) The channel circling the W side of **Sandy Island** is used by tugs hauling log rafts and barges; the controlling depth is about 7 feet.

(203) **Martin Slough,** between Martin Island and Burke Island and the Washington shore, formerly a booming and log storage area, as was **Burke Slough** between Burke Island and the Washington shore. Mariners are cautioned that submerged piling and hazardous structures may exist throughout the area close to shore.

Table of Selected Chart Notes

Corrected through NM Dec. 16/06
Corrected through LNM Dec. 12/06

PLANE COORDINATE GRID
(based on NAD 1927)
Oregon State Grid, north zone, is indicated by dotted ticks at 10,000 foot intervals.

HEIGHTS
Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 8° from the normal variation have been observed along this section of the Columbia River.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey and U.S. Coast Guard.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.578" southward and 4.360" westward to agree with this chart.

ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the St. Helens Power Squadron, District 32, United States Power Squadrons for continually providing essential information for revising this chart.

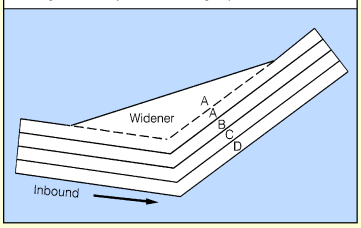
NOTE B
Rainier Channel has a controlling depth of 24 feet for a width of 200 feet APR 2002 - OCT 2007

TIDES
The diurnal range of the tide during low river stages is 4.9 feet at Stella (46°11'N/123°07'W), 4.0 feet at Longview (46°06'N/122°57'W), and 2.5 feet at Saint Helens (45°52'N/122°48'W). The range becomes progressively smaller with higher stages of the river.
Dec 2006

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CRF 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington, or at the office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

COLUMBIA RIVER TAB DIAGRAM
A Left outside quarter controlling depth (including widener)
B Left inside quarter controlling depth
C Right inside quarter controlling depth
D Right outside quarter controlling depth



COLUMBIA RIVER TAB DIAGRAM
Columbia River main channel - Controlling depths for outside quarters include the adjacent widener/fillet when applicable.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Mercator Projection
Scale 1:40,000 at Lat. 46°02'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS AND CLEARANCES OF BRIDGES AND OVERHEAD CABLES IN FEET
AT COLUMBIA RIVER DATUM

(MEAN LOWER LOW WATER DURING LOWEST RIVER STAGES)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

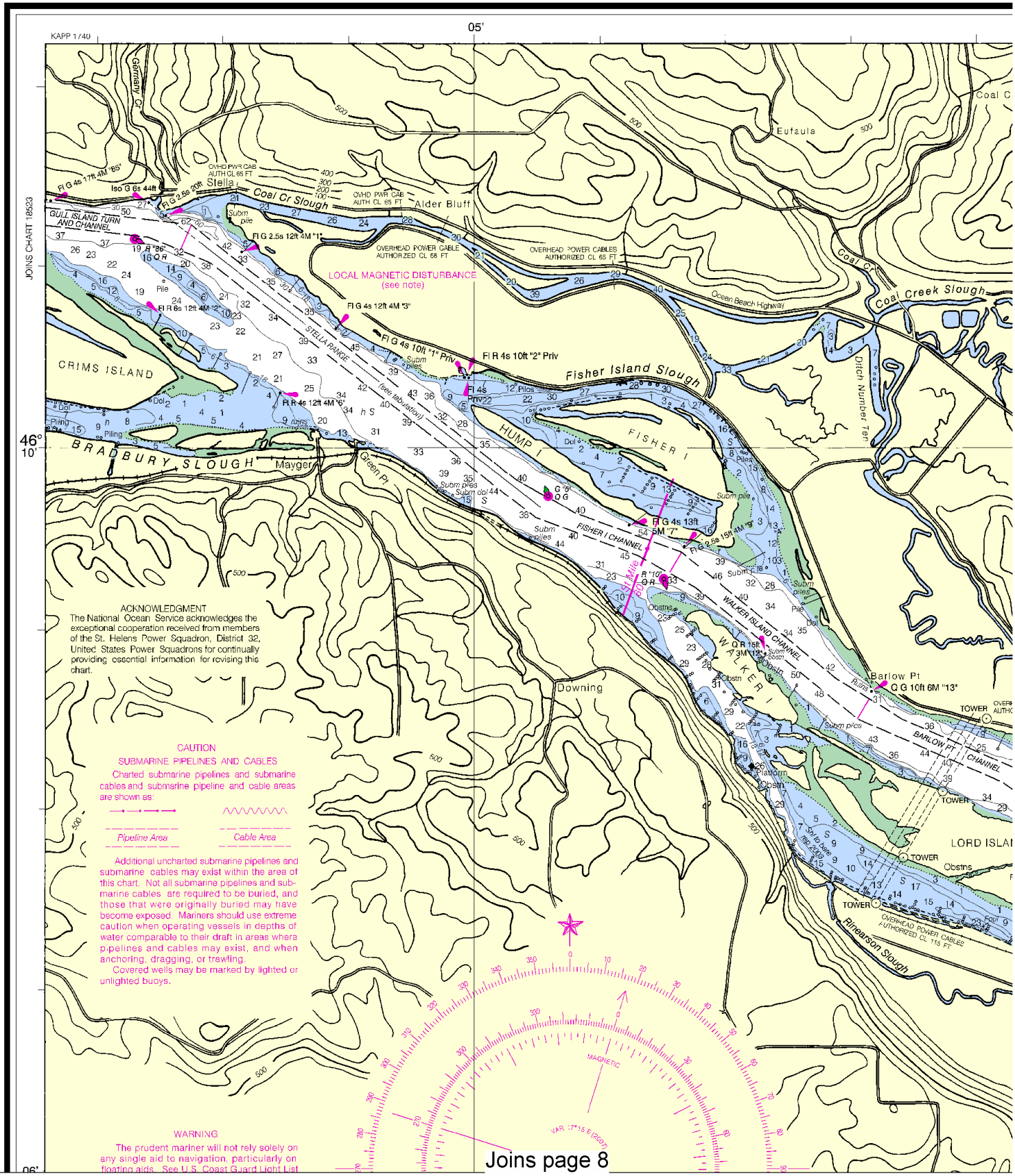
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.



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Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List

MAGNETIC

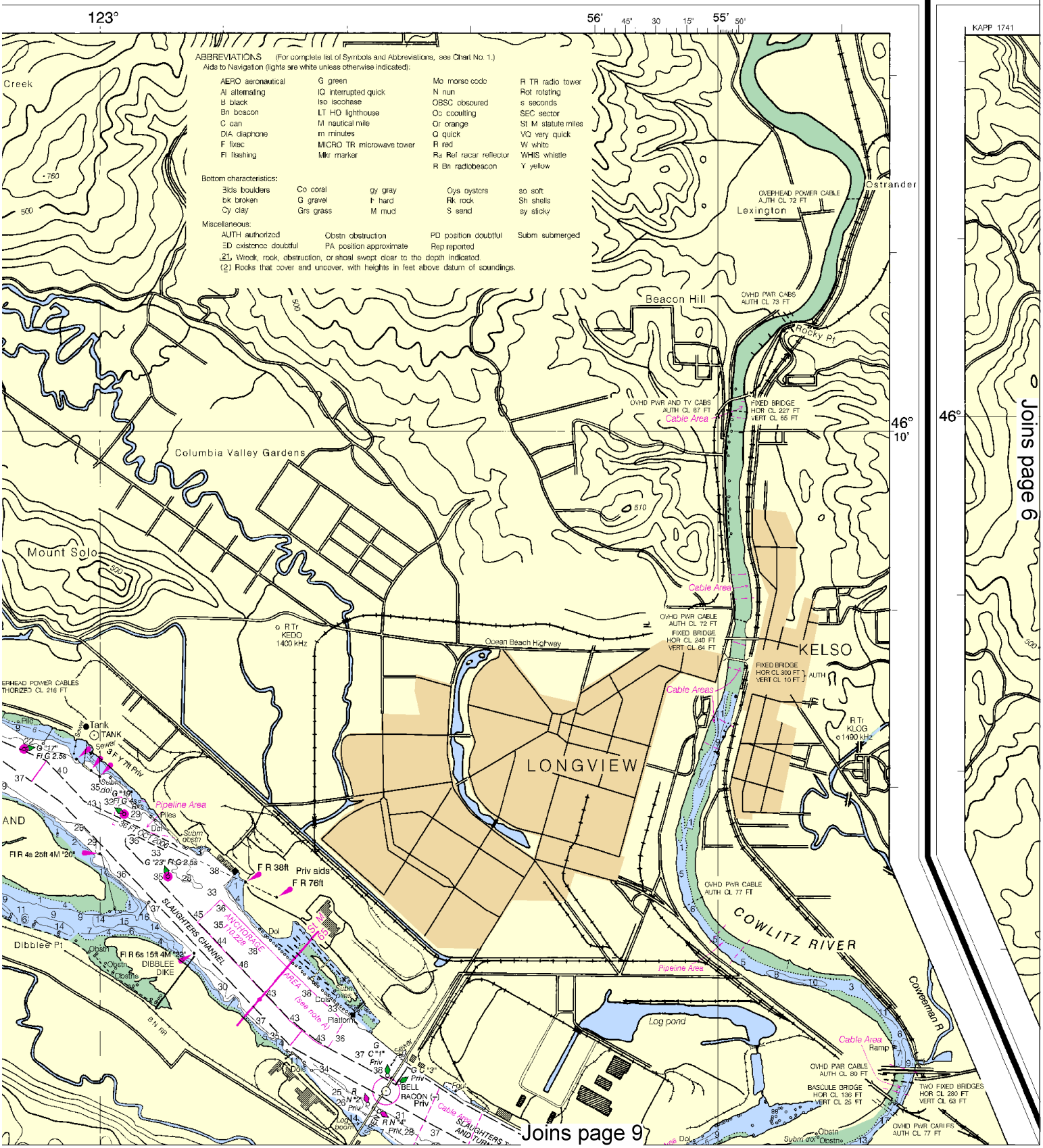
VAR 17°15 E (2007)

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

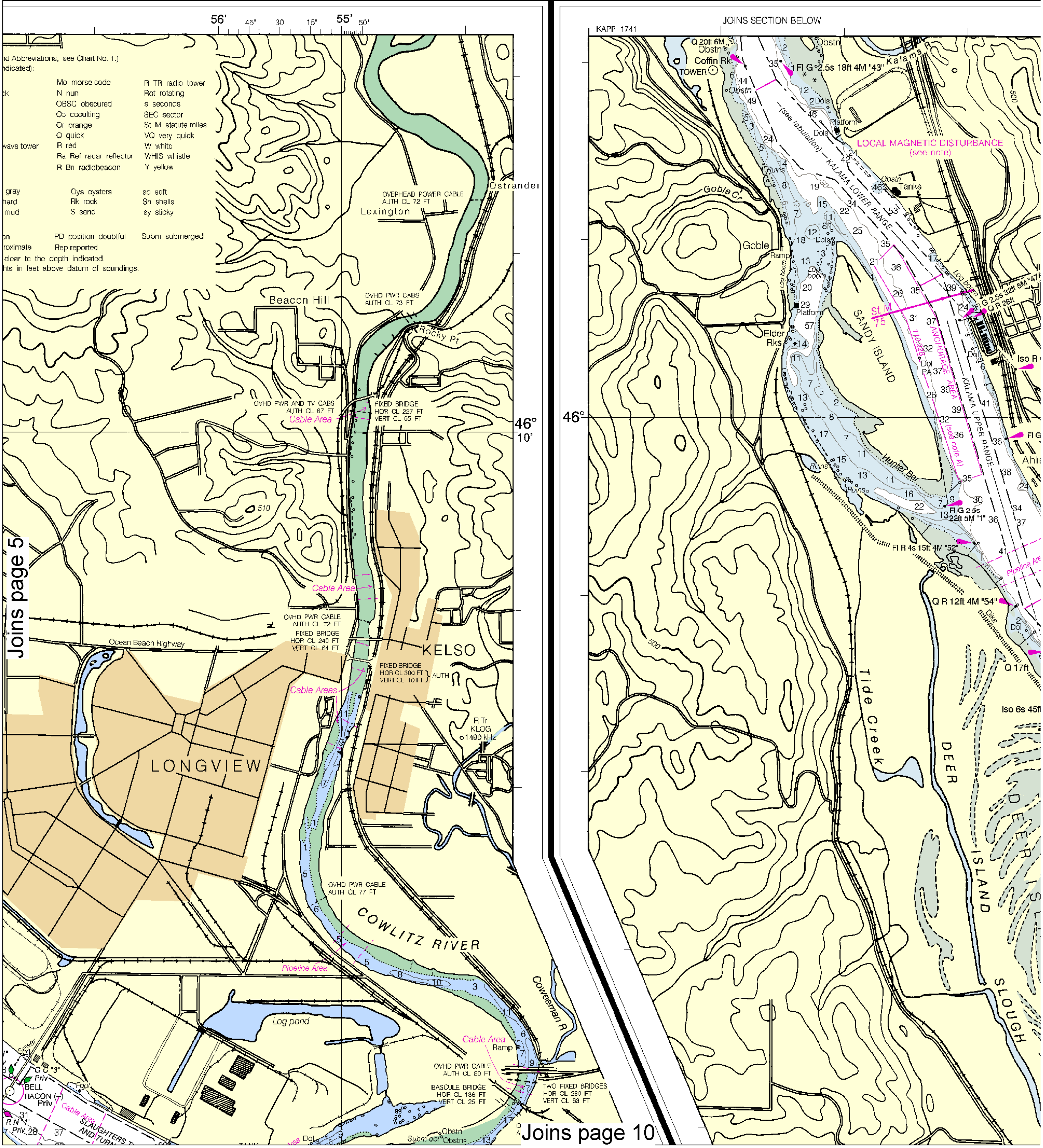
Yards: 1000 0 1000 2000 3000 4000 5000

North



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 6153, 1st Ed., May 1952



Printed at reduced scale.

SCALE 1:40,000

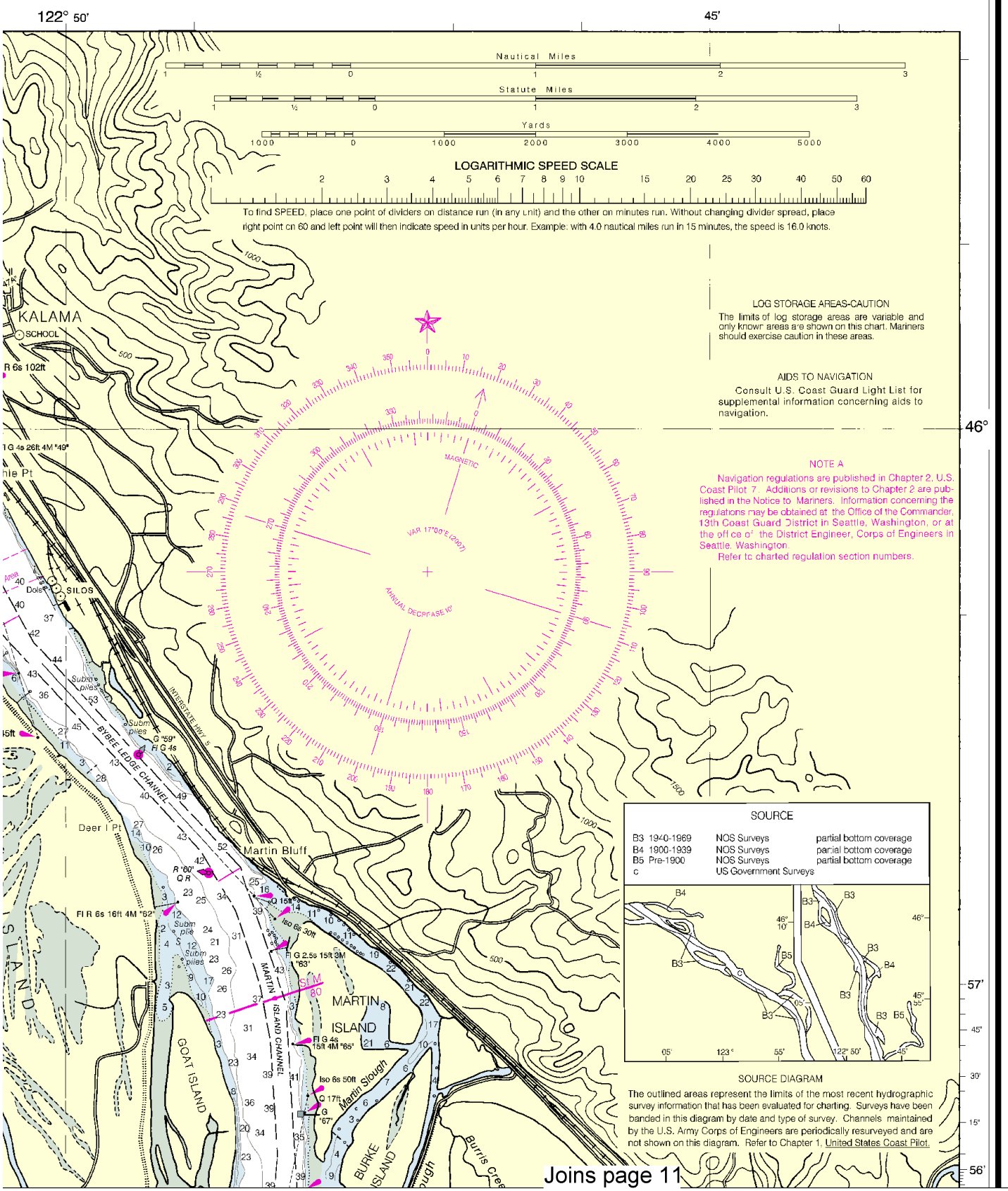
See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

North

SOUNDINGS IN FEET



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

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CAUTION

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Station positions are shown thus:
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CAUTION

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SUPPLEMENTAL INFORMATION

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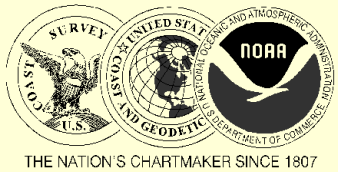
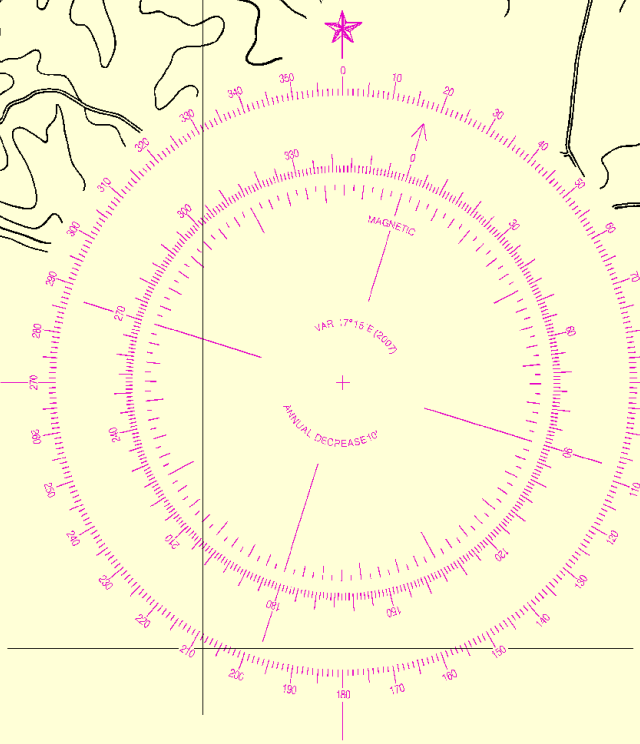


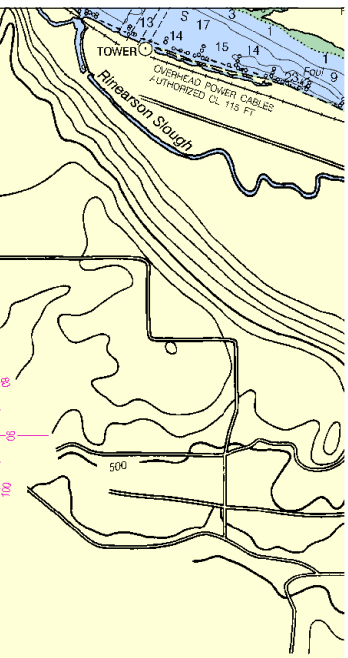
THE NATION'S CHARTMAKER SINCE 1807



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Astoria, WA	KEC-91	162.40 MHz
Portland, OR	KIG-98	162.55 MHz
Olympia, WA	WMX-62	162.475 MHz



CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do no open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

TIDES

The diurnal range of the tide during low river stag 4.9 feet at Stella (46°11'N/123°07'W), 4.0 feet at Lon (46°06'N/122°57'W), and 2.5 feet at Saint Helens (45 122°48'W). The range becomes progressively small higher stages of the river.

Dec

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B Left inside quarter controlling depth
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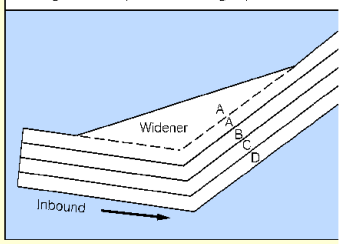

COLUMBIA RIVER TAB DIAGRAM

Columbia River main channel - Controlling depths for quarters include the adjacent widener/fillet when appli

HEIGHTS

Heights in feet above Mean High Wate.

AUTHORITIES

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UNITED STATES — WEST COAST

OREGON — WASHINGTON

COLUMBIA RIVER

CRIMS ISLAND TO SAINT HELENS

Mercator Projection
Scale 1:40,000 at Lat. 46°02'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS AND CLEARANCES OF BRIDGES AND OVERHEAD CABLES IN FEET AT COLUMBIA RIVER DATUM

(MEAN LOWER LOW WATER DURING LOWEST RIVER STAGES)

Additional information can be obtained at nauticalcharts.noaa.gov.

06'
45"
30"
15
05'
50"
05'

36th Ed., Dec. /06 ■ Corrected through NM Dec. 16/06
Corrected through LNM Dec. 12/06
18524

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.ncaa.gov.

SOUNI

8

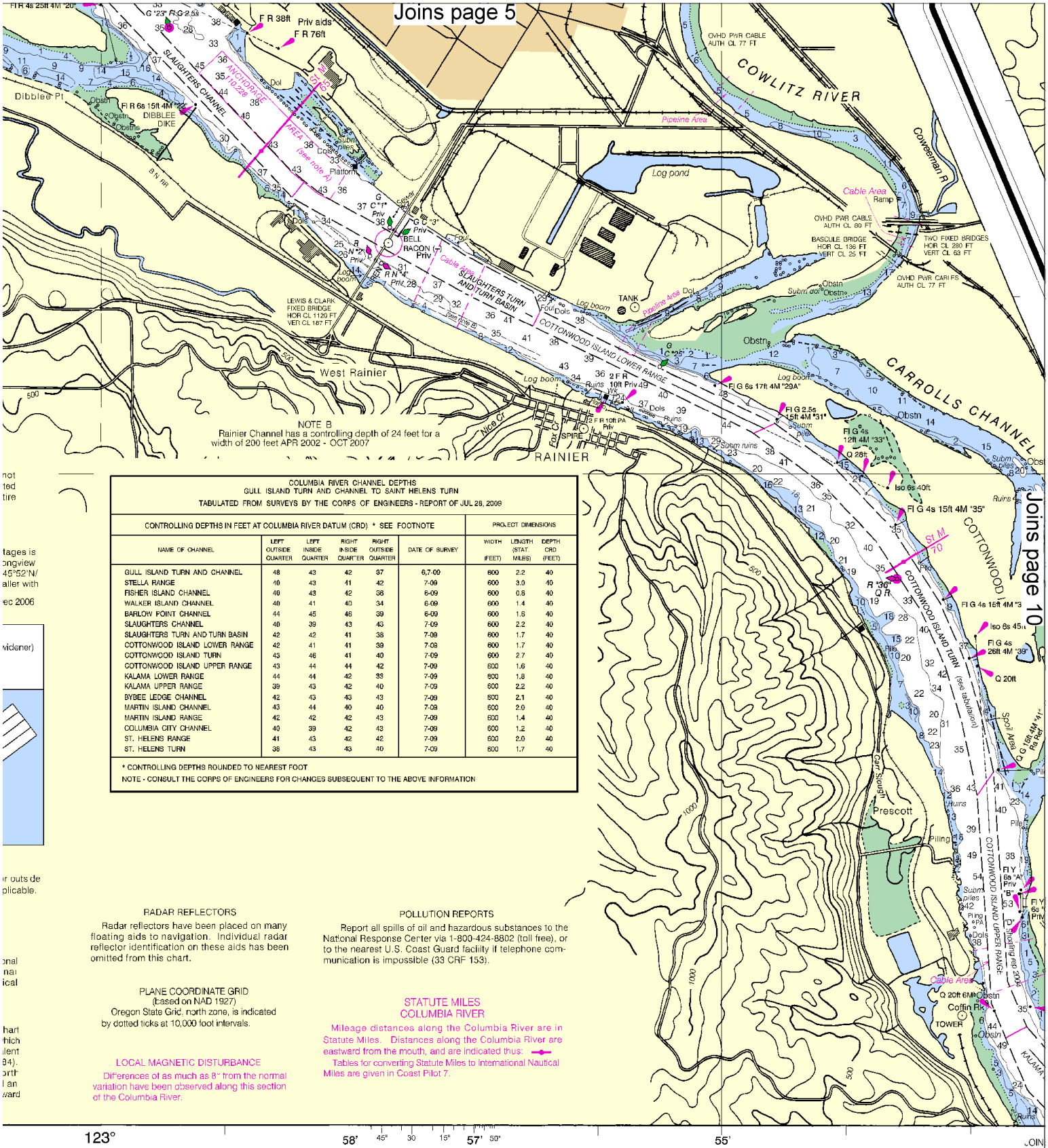
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



NOTE B
Rainier Channel has a controlling depth of 24 feet for a width of 200 feet APR 2002 - OCT 2007

COLUMBIA RIVER CHANNEL DEPTHS
GULL ISLAND TURN AND CHANNEL TO SAINT HELENS TURN
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 28, 2009

CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
GULL ISLAND TURN AND CHANNEL	48	43	42	37	6,7-09	600	2.2	40
STELLA RANGE	40	43	41	42	7-09	600	3.0	40
FISHER ISLAND CHANNEL	40	43	42	38	6-09	600	0.8	40
WALKER ISLAND CHANNEL	40	41	40	34	6-09	600	1.4	40
BARLOW POINT CHANNEL	44	45	46	39	6-09	600	1.6	40
SLAUGHTERS CHANNEL	40	39	43	43	7-09	600	2.2	40
SLAUGHTERS TURN AND TURN BASIN	42	42	41	38	7-09	600	1.7	40
COTTONWOOD ISLAND LOWER RANGE	42	41	41	39	7-09	600	1.7	40
COTTONWOOD ISLAND TURN	43	46	41	40	7-09	600	2.7	40
COTTONWOOD ISLAND UPPER RANGE	43	44	44	42	7-09	600	1.6	40
KALAMA LOWER RANGE	44	44	42	38	7-09	600	1.8	40
KALAMA UPPER RANGE	39	43	42	40	7-09	600	2.2	40
BYBEE LEDGE CHANNEL	42	43	43	43	7-09	600	2.1	40
MARTIN ISLAND CHANNEL	43	44	40	40	7-09	600	2.0	40
MARTIN ISLAND RANGE	42	42	42	43	7-09	600	1.4	40
COLUMBIA CITY CHANNEL	40	39	42	43	7-09	600	1.2	40
ST. HELENS RANGE	41	43	42	42	7-09	600	2.0	40
ST. HELENS TURN	38	43	43	40	7-09	600	1.7	40

* CONTROLLING DEPTHS ROUNDED TO NEAREST FOOT
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

PLANE COORDINATE GRID

(based on NAD 1927)
Oregon State Grid, north zone, is indicated by dotted ticks at 10,000 foot intervals.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 8° from the normal variation have been observed along this section of the Columbia River.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

STATUTE MILES
COLUMBIA RIVER

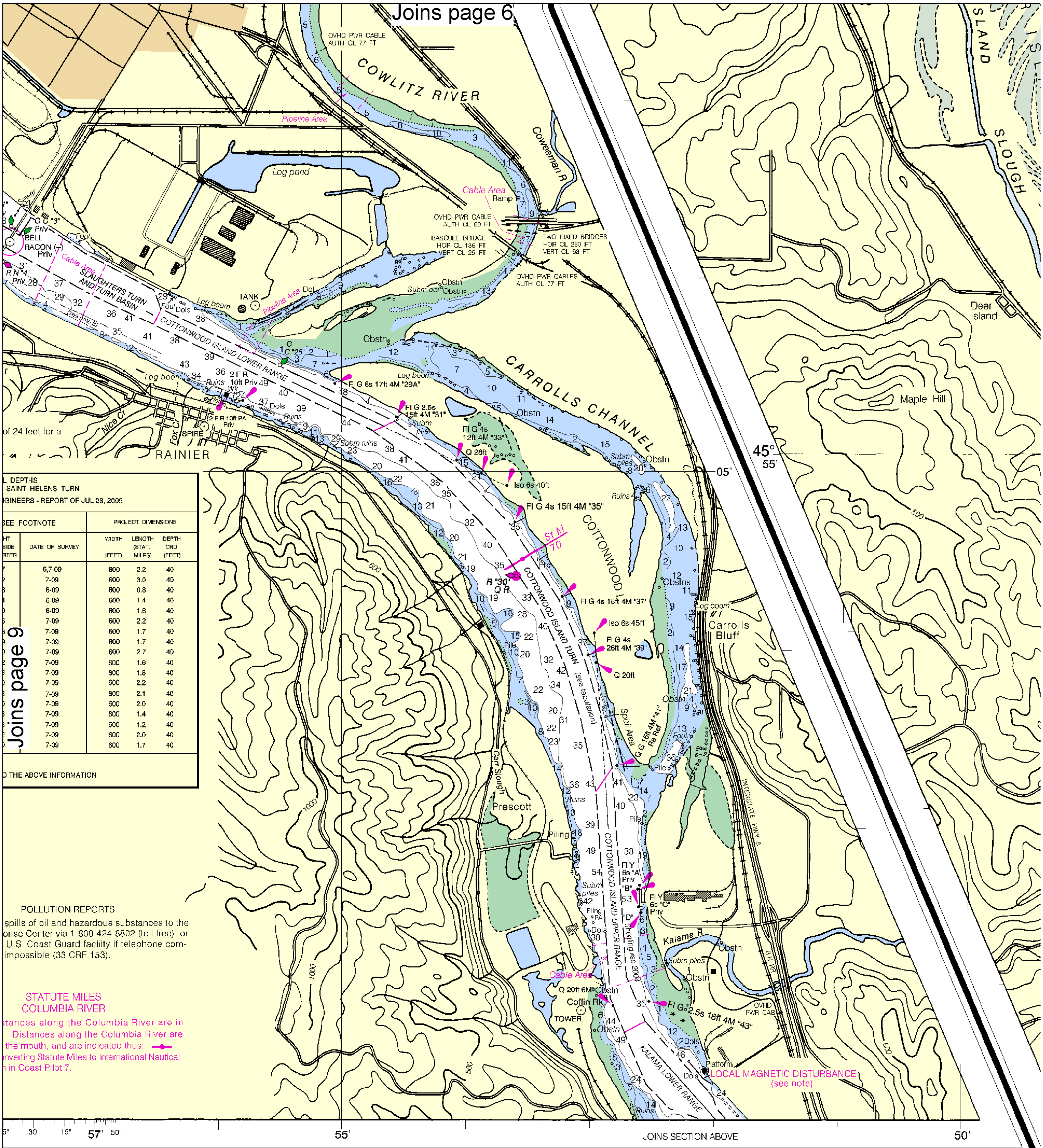
Mileage distances along the Columbia River are in Statute Miles. Distances along the Columbia River are eastward from the mouth, and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in Coast Pilot 7.

IDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 6



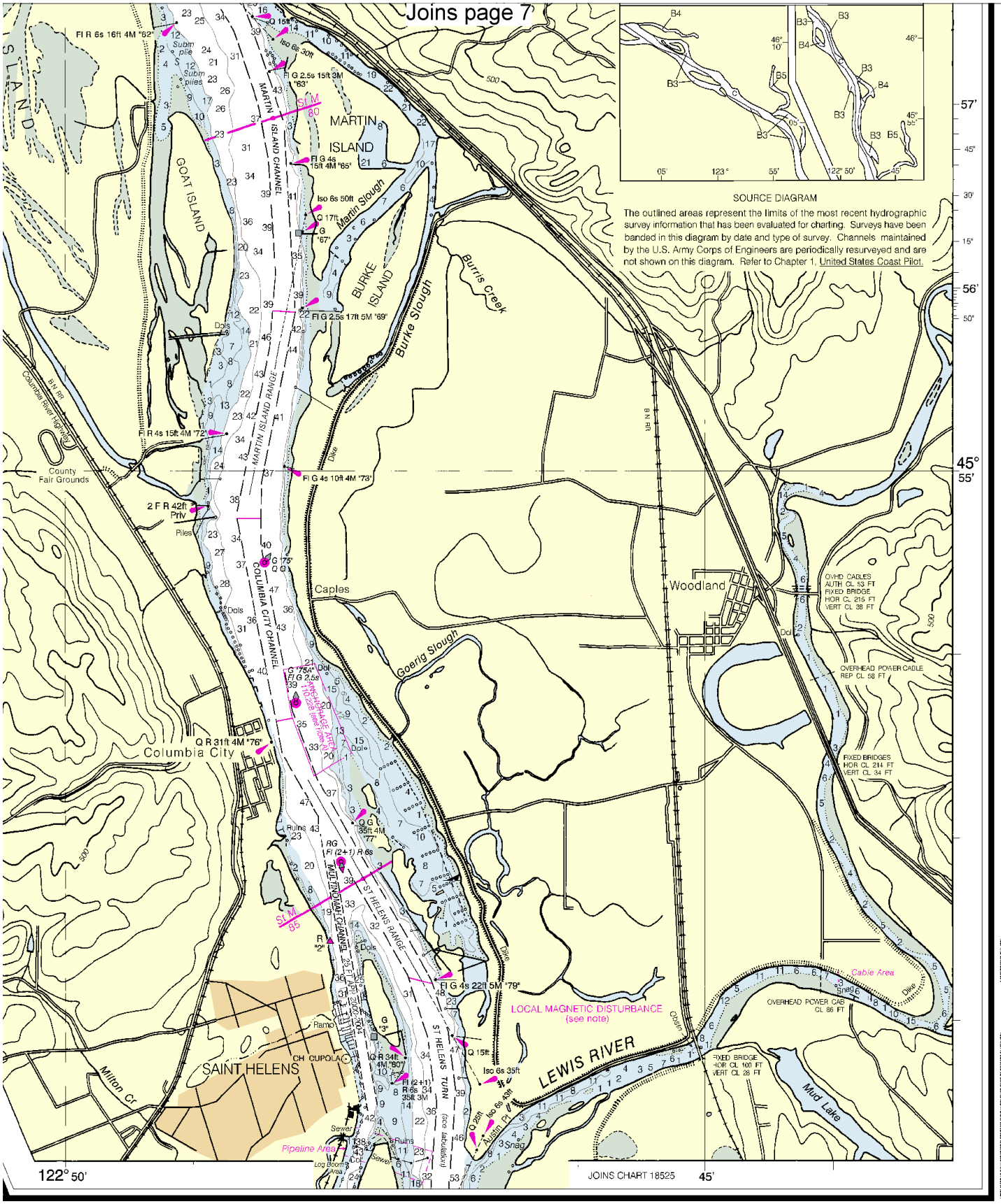
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

Yards

North



Columbia River, Crims Island to Saint Helens

SOUNDINGS IN FEET - SCALE 1:40,000

18524

ED NO. 36

NSN 7642014011578

NGA REFERENCE NO. 18BHA18524

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 206-220-7001
Coast Guard Portland – 503-240-9301
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.